



Dillon Flying Service Receives National Recognition

Dennis and Jean DeVivo, owners of Dillon Flying Service, were listed in the Lesser Known Fields column of the January 2002, *Professional Pilot Magazine*. The column is dedicated to write-ups of smaller airports, in which pilots fly into that they think are out of the ordinary.

Pilot Spencer Kirk of Salt Lake City, UT wrote to the magazine, "the Dillon Flying Service has dependable service (ground service equipment always working) with great people who really care. Two crew cars are always available and the staff knows the great fishing spots for crew and passengers."

The DeVivos have owned Dillon Flying Service since January 2000. Before that they worked with Guy Terrill, who still remains involved. Congratulations Dennis & Jean for showing that good ole' Montana hospitality.



Photo courtesy of Elaine Spicer, Dillon Tribune



The annual Benchmark works session will be held May 25-27, 2002. The airstrip is located just east of the Bob Marshall Wilderness area, 30 miles west of Augusta in the Lewis and Clark National Forest. Make plans now to attend and help maintain this backcounty airstrip, there is always plenty of work to go around!!

Administrator's Column

Airport Security Update: Last week Secretary Norm Mineta testified before the Senate Appropriations Committee regarding the Transportation Security Administration's budget request. At the hearing, Senator Conrad Burns opposed using AIP funds to reimburse airports for security expenses and was very aggressive in saying, "the federal government should meet these unfounded mandates". Montana's airport managers have worked extensively with the congressional delegation to keep them informed of concerns of Montana airports. Recently a security directive released smaller category III airports from the very expensive and unnecessary 300' rule; a very welcome order. But, the same security directive states Airports must have local Law Enforcement Officers in place on May 10, while the Montana National Guard has advised they will vacate airports on May 28, providing 18 days of duplicate coverage. "Confusion is a word we have invented for an order which is not understood", Henry Miller, US novelist.

Bill Introduced to Allow Airline Pilots to Carry Firearms: The House authors of the aviation security law announced plans to introduce legislation that will allow, on a voluntary bases, commercial airline pilots to carry firearms in the cockpit in order to safeguard flights from potential hijackers. The bill requires the Under Secretary of Transportation for Security to establish a program no later than 90 days after date of enactment to deputize qualified volunteer pilots as Federal law enforcement officers. The Federal government will provide training, supervision and equipment at no expense to the pilot or air carrier. The Under Secretary shall deputize 500 qualified pilots who are former military or law enforcement personnel.

FAA Accepts AOPA Medical Recommendation: Representing a major time savings for some pilots, the FAA has formally announced new policy guidelines, suggested by AOPA, that grant more authority to local designated aviation medical examiners (AMEs). This allows an AME to reissue FAA medical certificates to pilots with certain medical conditions

requiring a special issuance authorization. These pilots may now renew their Third Class medical certificates with their local AME by presenting the AME with acceptable medical records and an authorization letter issued by the FAA. This is the second enhancement of the AOPA medical initiative designed to improve the medical certification process.

Change your Airmen Certificate Number: If you hold an airman certificate that uses your Social Security Number (SSN) as your certificate number and you would like the FAA to change that certificate number to a unique number other than your SSN, or you would like the FAA to remove your SSN completely from their records, complete, sign and submit a completed FAA form available for download at: http://registry.faa.gov/docs/SSN_Change.pdf. Further information is available at the FAA website at <http://registry.faa.gov/airmen.asp>.

NTSB Urges FAA to Redefine "Night" in Mountains: The crash last year of a chartered Gulfstream III as it made an instrument approach into Aspen, CO has prompted the NTSB to recommend that the FAA change nighttime restrictions and prohibitions in mountainous areas. The jet aircraft was attempting to land after official sunset, minutes before a Stage 11 nighttime curfew would take effect. The board does not address the curfew and the role it may have played in the pilot's decision-making process. Instead, it asserts that ambient lighting conditions in the shadows of mountain peaks can become dangerously low well before the onset of aeronautical night. While the NTSB correctly identifies the importance for terrain awareness in low-light situations, AOPA believes the board should consider the safety implications of Aspen's nighttime curfew on Stage II and III aircraft. In Aspen's case, general aviation operations are permitted at night, if a pilot has conducted an operation at the airport within the preceding 12 months. A close eye will be kept on this proposal and more information distributed as it is made available.



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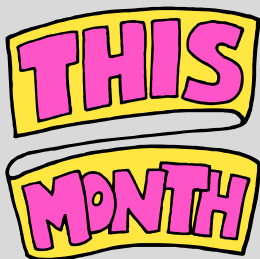
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Calendar



May 14, 2002 – Montana Pilot's Association, Dillon Hangar, Pot Luck & Meeting. Dillon Flying Service, 6:30 p.m.

May 17, 2002 – Seeley Lake Flying Club is hosting a Montana Air Search & Rescue meeting at 7:00 p.m. with ELT training by Jeanne MacPherson, Montana Aeronautics Division. For further information contact Wade or Geanette Cebulski (406) 677-3219.

May 25-27, 2002 – Benchmark Work Session.

June 1, 2002 – Third annual Lake Chelan Fly-In (S10) – Montana Pilots are invited to Chelen, WA for the third annual Chelan Fly-In (S10). Pancake breakfast 8:00 AM, lunch, information (509) 682-3841.

June 1 & 2, 2002 – Jeanne MacPherson, Aeronautics Division and the Montana Pilot's Association are hosting an Air Search & Rescue exercise at the Miles City Airport. For further information contact Jeanne MacPherson, (406) 444-2506, jemachpherson@state.mt.us or Lonnie Leslie (406) 232-1354, lonaire@midrivers.com.

June 7-9, 2002 – 53rd Annual Homesteader Days, Hot Springs. Participants are welcomed and encouraged to fly in to this event. For further information call Don Theeler (406) 741-5040.

June 8, 2002 – Laurel Airport Annual Fly-In & Airport Dedication, Pancake Breakfast sponsored by EAA, Young Eagles Activities, Airport Dedication, Steak Dinner & Dance. For further information contact Pete Whiting (406) 656-1836 or email pesal@prodigy.net.

June 10, 2002 – Aeronautics Board Meeting, 9:00 a.m.–5:00 p.m. – West Yellowstone, Brandin' Iron Inn.

June 13, 2002 – Montana Seaplane Pilots Association Meeting at KwaTaqNuk in Polson. Meeting will start at 11:30 a.m., a no-host lunch will be held at 12:00 p.m., meeting will continue after lunch. For further information or to RSVP call Joanne (406) 745-0969.

June 15, 2002 – Grand opening of R. Preston Nash – Museum of Mountain Flying new hangar. Tickets on sale in Missoula at Rockin' Rudy's, Worden's, Southgate Mall or phone (406) 549-8488. For more information on this exciting event see page 7.

June 16, 2002 – Annual Father's Day Poorboy Sourdough Pancake Breakfast Feed, Bass's Beacon Star Airfield, Moore, MT.

June 22-23, 2002 – Flathead hangar will host the Spotted Bear/Meadow Creek Airstrip Work Weekend focusing this year on Meadow Creek. The USFS is very supportive of the efforts to help maintain these airports. For more information contact Perry Brown (406) 892-3996 or pbrown@digisys.net.

June 29, 2002 – Stan Read Estate Auction – Hamilton Airport, 10:00 a.m. For further information phone (406) 327-7995 or (406) 538-7616.

July 4 – 7, 2002 – Fort Peck Fly-In, camping at the Fort Peck airport (motel close by if needed), boating, fishing, water-skiing. Fort Peck Theater and much more. Contact Lanny Hanson for information (406) 228-4848.

July 12-14, 2002 – Schafer Meadows Work Session.

July 20-21, 2002 – Heart of the Rockies Airshow, Helena Regional Airport special acts including Blue Angels. For further information contact Helena Area Chamber of Commerce (406) 442-4120.

July 20-21, 2002 – Vectren Dayton Air Show presented by Kroger. Website www.airshowdayton.com.

August 1-4, 2002 – Montana Antique Airplane Association annual fly-in, Three Forks Airport-Pogreba Field. Breakfast, steak dinner & dance, display of antique aircraft. For more information contact Bob Green (406) 285-6949.

August 9-11, 2002 – 9th Annual Splash In – Fly In – Stillwater Landing. For information contact Bill Montgomery (360) 629-7453 or (425) 750-6100 (cell), summer Montana # (406) 881-2236. Website: www2.Whidbey.net/stilwInd.

August 17-18, 2002 – Montana Fun Weekend – Cut Bank Airport. Contacts: Dennis Lenoir (406) 873-2221, Dick Ebert (406) 873-5738, or Roy Nollkamper at (406) 873-2137/5566.

August 24, 2002 – Polson Fly-In & Steak Fry/Pot Luck. Please bring hot dish or dessert. For more information call Tom Seabase at (406) 883-9392 or email Tom at aeroworks@aeroworks.net.

August 31 – Sept. 2, 2002 – Cleveland National Air Show presented by Discount Drug Mart. Website: www.clevelandairshow.com.

September 13-15, 2002 – Mountain Search Pilot Clinic – Kalispell.

October 11-13, 2002 – Springfield Air Rendezvous 20th Annual Air Show, Capital Airport, Springfield, IL. Featuring the Canadian Snowbirds Team. For additional information, contact the air show office at (217) 789-4400 or visit website: www.springfield-il.com/airshow.

Rocky Mountain College President Announces Retirement

Dr. Arthur H. DeRosier, Jr., the seventh president of Rocky Mountain College, announced that he will retire on June 30, 2002, after serving the College for 15 years.

DeRosier assumed the presidency of Rocky Mountain College on April 1, 1987, at a time when the College was failing. Enrollment at that time was only 376 students, and the College had amassed a current unrestricted fund deficit of more than \$5 million, plus an equally large external debt. By the time the Northwest Association of Schools and College made its 10-year accreditation visit in early 1987, RMC faced financial insolvency and was placed under a show-cause order.

In 1989, the College began strategic planning, which led to a formal Strategic Plan in 1990, and has been updated and improved yearly since then. In June 1994, the debt was entirely erased, and the endowment fund for student scholarships, faculty development, and academic programs, which was only \$300,000 when DeRosier arrived, now stands at just under \$20 million.

Highlights of President Arthur DeRosier's tenure at Rocky include: New academic programs in aviation studies, equestrian studies environmental science, and physician assistant; degree completion; and information technology; New athletic programs in women's soccer; men's and women's golf; and, men's and women's ski racing; Construction and completion, on September 4, 1997, of the new Bair Family Student Center, which houses the McDonald Commons student food service, the Metz Game Room, the Fraley Lounge, mail services, the bookstore, conference rooms, and offices; Construction and completion, on September 16, 1999, of the new Educational Resource Center, which tripled the size of the former library and now features state-of-the-art technology, distance learning facilities, computer labs, the College's vast archives, and more; The complete renovation of all three residence halls, making them competitive with some of the nicest, most modern residence halls in the country; The creation of the National Advisory Council, a group of nearly 60 leaders in business, industry, academia, science and the arts, from all over the

United States, who come to Billings once every fall, at their own expense, to spend two days discussing innovative improvements to Rocky Mountain College; and, The RMC Black Tie Blue Jeans Scholarship Fund Raiser, which has raised over \$13 million in scholarship money, mostly for students in rural Montana and Wyoming.

"In February, I turned 70, and I determined that it is time for me to turn the reins of the college over to others, not because I am 70, but because I have accomplished, I think, what I had hoped to accomplish for a good college seeking greatness. I inherited a college without options – only the hope to live another year. I leave behind a college with options. That is the legacy I sought and, in my mind, that is the legacy I leave. I want no other," says President DeRosier.

"Thank you," he adds, "to all of you for caring about me and about the College; thanks for making me look good; more important, thanks for helping move Rocky Mountain College forward. I ask only that you continue supporting the College long beyond my tenure here. It deserves it. I have been honored to be RMC's president, and have gotten to know many good people and to work with them, which has been an honor and a pleasure in equal measure."

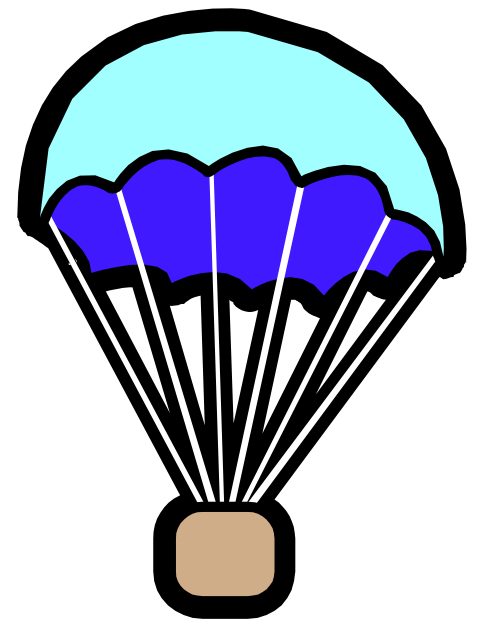
Dr. Arthur H. DeRosier, Jr., began teaching on the college level at The Citadel in Charleston, S.C., in the fall of 1956. In 1966, he became an associate dean of the graduate school at the University of Oklahoma, and later was vice chancellor of the University of Mississippi. In 1977, DeRosier was named president of East Tennessee State University, in Johnson City, Tenn., followed by seven years as president of The College of Idaho (now Albertson College), before assuming the presidency of Rocky Mountain College. At the College of Idaho, DeRosier increased student enrollment from 300 to 900, grew the endowment fund from \$700,000 to \$24.5 million, and erased that college's \$3 million debt.

A member of Phi Beta Kappa, DeRosier earned a bachelor's degree in history from the University of Southern Mississippi, in Hattiesburg, Miss., and a master's degree

and Ph.D. in American history from the University of South Carolina, in Columbia. He has extensive teaching and research experience, specializing in the American Indian, the Frontier, the Revolutionary Generation and 18th century history.

Among his many scholarly activities, DeRosier co-authored *Forked Tongues and Broken Treaties*, selected by the Western Writers of America as the best volume on Western America published in 1975. He has authored five books and a volume on Indian poetry.

President DeRosier's wife, Dr. Linda Scott DeRosier, is a professor of psychology at Rocky Mountain College, and a widely published author. The DeRosiers have four children. As for his future after leaving Rocky Mountain College, DeRosier says, "I intend to return to the research and writing of history, perhaps taking advantage of consulting opportunities and teaching a class from time to time. I have not yet fully defined my future, but it will be full and diversified. It is good to have options."



When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.

— Leonardo da Vinci

Flight Instructor Refresher Course Offered

The National Association of Flight Instructors (NAFI) and the Wisconsin Bureau of Aeronautics are co-sponsoring a Flight Instructor Refresher Course (FIRC) beginning July 22 on the EAA Aviation Center grounds. The FIRC is presented in conjunction with and includes participation at this year's EAA AirVenture event (July 23-29) at Oshkosh.

The Federal Aviation Administration (FAA) has approved a special format for the FIRC at Oshkosh. The first eight hours of classroom study will be July 22. The second eight hours may be chosen from a group of approved AirVenture forums. Attendance verification will be given at those forums to document the flight instructor certificate renewal process.

The FIRC is open to all flight instructors and can be used as a renewal for any Certificated Flight Instructor (CFI) whose ratings expire before October 1, 2002. NAFI and Bureau of Aeronautics staff members provide top-quality instruction on a wide range of aviation subjects and issues. Upon completion of the FAA-approved FIRC, each participant receives a temporary renewal issued on-site.

"This FIRC is a perfect way for flight instructors to make their trip to EAA AirVenture and renew their certificate at the same time," said NAFI Executive Director Sean Elliott. "This format allows a flight instructor to receive required renewal training, while also developing a program that emphasizes specific needs for specialties for their particular situation."

Registration is \$185, with an exclusive \$35 discount for NAFI members. The registration deadline is July 1, 2002. Space is limited, so CFIs are encouraged to register as soon as possible by calling (920) 426-6840, sending an email to nafi@caa.org or registering on-line at www.nafinet.org.

Aviation Education



Len Wheeler of the Federal Aviation Administration is a great help with the school tours at the Aeronautics Division. Above, Len offers his expertise to the students before giving them all a chance to fly the flight simulator. Thanks Len for all your hard work and your dedication to aviation education!



First Annual & Brand New Montana Fun Weekend

August 17th and 18th, 2002
Cut Bank Montana Airport

Presented by Triangle Car Club, Cut Bank Hangar – MPA, Snow Birds R.C. Club. This is an all new, event packed, weekend happening combination.

Friday the 16th – "Lawn Chair" Drive-In at dusk

Saturday the 17th – Car Show and Aircraft Fly-in – Top Ten Awards for Cars and Aircraft (\$10.00 entry fee for eligibility)

Car and Airplane Showing starts at noon on Saturday.

Saturday night 9 p.m. Dance – In the hangar featuring Rock and Roll by "Smoke" from Missoula.

R.C. Aircraft Demonstrations
Airplane Rides
Static Aircraft and Car Displays
"DB Drags"
BBQ Dinner

Contact Dick Ebert at
(406) 873-5738
or Dennis Lenoir at
(406) 873-2221
or Roy Nollkamper at
(406) 873-2137/5566.

Only You Can Prevent False Alarms...ELT

Okay, so we are not the first to come up with this slogan, but it is true! With spring comes flying, yippee! With the first flights, perhaps some of the fine-tuning on landing has yet to be perfected and thus, the ELT false alarm!

The false alarm ELT solution lies in education. Pilots as a whole are conscientious folk and most likely would like to increase the effectiveness of the search system that someday may save a life, possibly their own. Please take time to read the following recommendations and then put them into action.

Maintain your ELT regularly, low batteries can cause erroneous signals and dead batteries won't help you when your life may depend on it. Know where your ELT is located and how to operate it.

Always tune in 121.5 MHz on your communication radio before you shut down. If you hear a swept tone, emergency signal, then immediately switch off your ELT and listen again on 121.5 MHz, no signal means it was your ELT, have it checked, if the signal does not go away then you have the opportunity to assist the search system. In either case, immediately call the Flight Service Station (FSS) 1-800-WXBRIEF and inform them of the situation. You will have saved many people and agencies countless hours of work.

On this note we would like to thank Terry Miles of Missoula and Ray and Darlene Sanders of Kalispell for their excellent ELT sleuthing abilities over the past few weeks. All three spent their entire Sunday in the effort of ELT location and silencing.

The ELT incident located in Missoula was purchased by college students at a garage sale as a part of a survival vest. The students had no idea what the ELT was and that they had activated the search and rescue system. The Kalispell incident was an ELT also, located in a residential home. The ELT was found at the dump and again, the finder, had no idea what he had and that he had activated the search and rescue system. Learning outcome, don't throw your ELT away with batteries included!



US Customs Back in Cut Bank

The premier stopping point both to and from Alaska from the lower United States will be sporting a new customs office and facilities come May 1st, just in time for the big summer flying season. Services which were widely curtailed after the attacks of September 11th will be reinstated and operating from a new facility in the Cut Bank International Airport terminal building. For many years, Cut Bank had been a great location to begin flights to Alaska and the North Country and now it will be even a better place to return on the way back with expected staffing daily from 8:00 a.m. to 8:00 p.m. Combine the low traffic airport, free tie downs, inside storage, free courtesy cars and a competitive full service fuel of both Jet A and 100LL, discounted 24 hour self service fuel on both and advance purchase discounts for multiple trip planners, with their great staff and friendly locals and you have a great place to stop. Motel courtesy transportation is also available. If you'd like to learn more about crossing the Rockies stop in and talk to the local pilots or a CFI. Be sure and plan you next trip to Alaska through KCTB.

Big Sky Announces New Code Share Agreements

Air travel just got easier for Montanans today with a new marketing agreement between Big Sky Airlines and Alaska Air Group's Alaska Airlines and Horizon Air.

Travelers to and from seven Central and Eastern Montana communities can take advantage of a new code share and frequent flyer agreement when connecting to Horizon Air in Billings or Boise.

Big Sky passengers originating or traveling to Miles City, Glendive, Sidney, Glasgow, Wolf Point, Havre, Lewistown or Billings and connecting to cities throughout the Alaska and Horizon system will benefit from the new agreement. The arrangement will help provide more competitive fares and simplified ticketing and will allow Big Sky passengers to take advantage of the award-winning Alaska Airlines Mileage Plan. Travelers connecting with Horizon Air or Alaska will earn a minimum of 250 miles for the portion flown on Big Sky Airlines. Checked baggage will be automatically transferred between carriers.

Big Sky Airlines serves 27 cities in Montana, North Dakota, Washington, Arkansas, Colorado, Oklahoma, Texas and Idaho, including its newest destination, Boise. All flights operated by Big Sky are with the 19 passenger Fairchild Metro III and 23 aircraft. Big Sky is a Billings-based regional airline that commenced service in September 1978.

Alaska Airlines and Horizon Air together serve 80 cities in the United States, Canada and Mexico.

The ninth largest U.S. carrier, Alaska Airlines celebrates its 70th anniversary this year. The carrier was recently ranked No. 1 in the annual Airline Quality Ratings compiled by Wichita State University and the University of Nebraska at Omaha.

Horizon, which has one of the youngest fleets of any U.S. regional airline, was the North American Launch customer of the Bombardier CRJ-700 and the Q400.

AOPA Says Student Pilots Will Increase

The Aircraft Owners and Pilots Association today disputed the FAA's forecasted decline in the number of student pilots. AOPA contends student pilots will increase from 16 to 20 percent in the next five years. Speaking before the 10th FAA General Aviation Forecast Conference in Wichita, Kansas, AOPA President Phil Boyer said that FAA's projections were based on bad assumptions and internal system errors.

"Student pilots are the key to the general aviation industry," Boyer said. "Everything is driven by the number of students. That number is the leading indicator for everything from hours flown to new and used aircraft sales.

"Business leaders make decisions based on the student number forecast," Boyer continued. "If FAA thinks the future is bleak, the industry may not make the investments that would help GA grow."

FAA predicts that the number of student pilots will decline by 4.5 percent in 2002 and by an additional 1.2 percent in 2003, and projects that the number of students in the year 2013 will be less than the number recorded in 2000.

Yet FAA also predicts that the total number of pilots will actually increase during the forecast period. "How in the world can you get an increase in private, commercial and ATPs without new students coming into the system?" Boyer asked. History shows that when there is a decline in the number of student pilots, there is a corresponding decline in the number of private and commercial certificates held, he said.

But Boyer said that FAA has historically been wrong when projecting the number of student pilots, and this year's dismal forecast will prove to be wrong as well. "According to our analysis, FAA underestimated the number of students for 2002 by more than 13 percent, and missed the mark for 2006 by 20 percent." In the first three months of 2002 alone, there have been more new students start pilot training than in the first quarter of last year.

"The FAA pilot population forecast is based on erroneous assumptions," said Tim Pennington, AOPA Manager of Statistics and Analytics. "After extensive review of the data, we determined that the total number of student certificates held has been understated for the last two years." AOPA estimated that FAA underreported the total number of student pilots by some 13 percent.

The underreporting was due, in part, to a system change implemental in late 1999. A switch to an electronic-based reporting system, plus a change in reporting responsibilities with FAA offices generated a large number of "orphan" records. These orphan records were student pilots that didn't get counted.

And FAA apparently projected this inaccurate date into the future, forecasting a continuing decline in student pilot numbers.

But when the orphan records are counted, the number of students actually increased marginally in 2000 and 2001. Using accurate historical numbers, AOPA projected that there will be 96,000 student pilots in 2002 (instead of the FAA forecast of 83,000). And by 2006, AOPA projected there will be 104,000 student pilots, while FAA predicted only 250 would be added to the total.

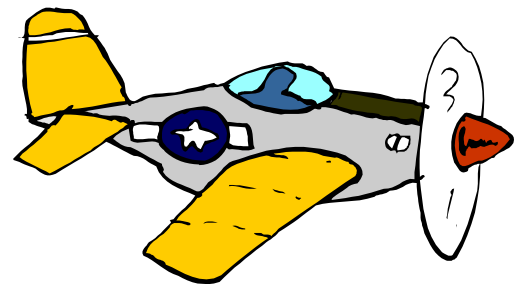
"Accurate projection of the number of student pilots is most important, because that in turn drives anything else," Boyer said. "For heaven's sake, let's get it right!"

Museum of Mountain Flying Grand Opening!

The grand opening of the R. Preston Nash – Museum of Mountain Flying will be on Saturday, June 15, 2002. This celebration is being sponsored by KPAX-TV, Western Broadcasting, Big Sky Brewery, Montana Mortgage, Bitterroot Motors, Gateway Printing and Southgate Mall. In addition the Missoulian will be a major sponsor presenting their Salute to the Greatest Generation, honoring all veterans, firefighters and policeman. There will be a 1940s dance with a stage presentation by Swinging on the Stars. Many dignitaries will be honored including six inductees into the Mountain Flying Hall of Fame. Festivities will start at 7:30 p.m. with posting of the colors and introductions, dancing with the Swinging on the Stars big band will commence about 8:00 p.m. and will continue until 11:00 p.m. Stage shows will be presented intermit-

tently throughout the evening. Ticket prices are \$25.00 per person, which is a donation for the Museum of Mountain Flying and the Mann Gulch DC-3. This includes dancing, stage shows, beer, wine and liquor at 1940s prices and finger foods. Door prizes such as airplane rides, baseball tickets, bottles of wine, airplanes and artifacts as well as the opportunity to view the new Museum hangar, will be given away throughout the evening. Tickets are on sale at Rockin' Rudy's, Worden's, Southgate Mall or call (406) 549-8488. Tables that seat 10 are available for \$200; call (406) 549-8488 to reserve yours today. During the day, new and antique airplanes, antique cars and other exhibits will be on display. Veterans are encouraged to wear their uniforms. There will also be a dedication of the Museum's new flagpole with a cer-

emony starting at approximately 7:00 p.m. Please come to help the Museum and honor our veterans and other public servants.



Montana Aircraft Business Expands

Officials at Rocky Mountain Aircraft Services have announced a major expansion to the firm's facilities and services at Glacier Park International Airport (FCA). Formerly "Rocky Mountain Avionics, Inc.", the company got its start in 1984 as a one-man operation in a small hangar space at Kalispell City Airport. The firm moved to Glacier Park International Airport in 1990 to handle larger (over 12,500 lbs) aircraft and increased business volume.

In keeping with their expansion of service, the firm's name has been changed to "Rocky Mountain Aircraft Services". The company has taken on airframe and powerplant upgrades, parts, and all related services on aircraft ranging from small pistons to corporate jets. The firm has been named as an Authorized Service Center for Raytheon Corporation and is a member of Teledyne Continental Motors Link FBO Services. In addition, more national service center authorizations are expected soon.

Future expansion includes a new building complete with meeting rooms, pilots' lounge and an aircraft hangar that will bring

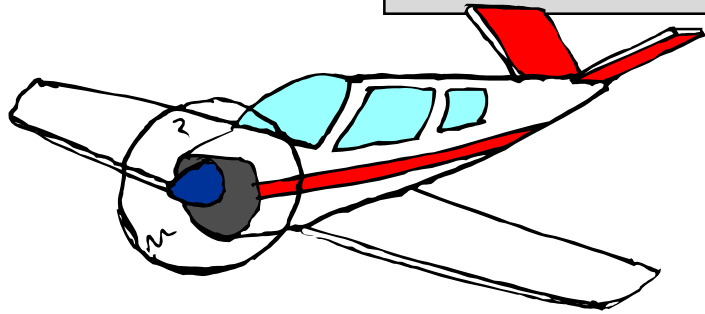
the service floor space to more than 40,000 square feet.

Rocky Mountain Aircraft Services has fourteen avionics and maintenance technicians on duty, three of whom are A&P mechanics with IA ratings. Avionics related services have been the basis for the company's national and international business related services have already shown the company national and international business.

With the addition of airframe and powerplant services, the facility is expected to add greatly increased servicing opportunities to companies, corporations and individuals in the Pacific Northwest and Canada.

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